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# Pacific Mail Is Called Down

SCHWERIN'S STATEMENT REGARDING FINES DENIED IN SAN FRANCISCO—SOME FINES IMPOSED IN HONOLULU—TREMENDOUS PREPARATIONS OF THE JAPANESE STEAMSHIP CO.—WITHDRAWAL FROM BUSINESS IS NOT EXPECTED.

The news that Manager Schwerin of the Pacific Mail Steamship Company had declared that his company was likely to quit business next April was discussed at great length in San Francisco and called forth some denials of the statements Schwerin made as to the treatment he received from the government. The S. F. Chronicle, in an editorial published in The Star yesterday approved his attitude except in the employment of Asiatics aboard the steamers. The Call publishes a statement by Collector Stratton of San Francisco, to the effect that instead of paying \$259,600 fines as Schwerin said, the Pacific Mail Co. paid only \$400, all the rest being remitted. Some of the fines were imposed in Honolulu about a year ago, when District Attorney Breckons and Marshal Hendry began an enforcement of the laws regarding size and accommodations of quarters for steerage passengers brought to American soil. The law had been a dead letter and the Pacific Mail was caught napping.

Editorially, the Call says: "Mr. R. P. Schwerin does not improve the situation as regards the Pacific Mail steamship company when he misrepresents the facts in a manner so easily exposed. Mr. Schwerin in his speech at New York on Friday complained that the steamship corporation which he represents was fined \$421,000 for infractions of the shipping laws and regulations and was compelled to pay \$250,000 of those fines. He characterizes the regulations as onerous and oppressive."

"Now the collector of the port of San Francisco, Mr. Stratton, declares that Mr. Schwerin's charge has no other foundation than the fact that the Pacific Mail Company paid \$400 in fines. All the other penalties imposed were remitted."

"Mr. Schwerin's queer tale of woe included a further charge that the rules made by the interstate commerce commission were exacting and injurious to his business. On this point he is met at once by Commissioner Lane."

"Mr. Schwerin does not help his cause by glaring misrepresentation of facts. The Pacific Mail Company conducts a useful and beneficial trade that San Francisco could not lose without grave injury to the commercial interests of the port, and we believe that the people of the United States as a whole are coming round to the opinion that in order to maintain the standard of American shipping and its personnel the government should offer subsidies, following the custom of all important maritime nations. But that opinion will not be assisted but rather set back by ill judged and apparently malicious misrepresentation coming from Mr. Schwerin."

"We say 'malicious' with full deliberation. Mr. Schwerin is merely the indiscreet echo of the men for whom he works. The bitter and angry feeling that Mr. Harriman holds for Roosevelt finds expression in the half baked and irresponsible utterances of Mr. Schwerin. That is the politics of it. It is a pretty cheap sort of politics that rests on silly and untrue charges so easily exposed."

The Chronicle has the following: "That the Pacific Mail Steamship Company may go out of business next April and nineteen of its vessels be left up idle in San Francisco harbor, as intimated by Vice-President Schwerin in a speech before the Society of Marine Architects and Engineers in New York on Friday, was not interpreted too literally by local business men and shippers yesterday."

At the same time it was generally admitted that an unsatisfactory condition exists, and that the present status of American-owned steamship lines on the Pacific is not encouraging. The lower pay of Japanese officers and crews, the subsidies granted by the Japanese Government and the unequal operation of the interstate commerce act, which regulates the American but not the foreign companies, are undoubtedly, it was said, giving a great advantage to the Japanese and spurring the ambition of the latter to become the predominant trade carriers of the Pacific."

While the address of Vice-President Schwerin, with its reference to the "big stick," was constructed as being a part of the Harriman warfare against President Roosevelt (Harriman being president of the Pacific Mail), it was contended by local shipping men who were interviewed yesterday that some action ought to be taken immediately which would place the American companies on a par with the Japanese in the race for Pacific commercial supremacy."

The Nippon Yusen Kaisha, which runs to Seattle, has a similar traffic arrangement with the Great Northern, J. J. Hill's road. But the fact that the Hill and Harriman systems are hostile and that the interest of the one seeks to bring trans-Pacific trade to San Francisco and the other to the northern port, suggests that both may look a little blindly at any rate-cutting by their Japanese allies—rate-cutting which the interstate commerce act would be unable to check. In any event the result would be injurious to American shipping."

Another way in which the exemption of Japanese and other foreign lines from the operations of restrictive laws which can be enforced only on American companies is that it enables the former to quote lower rates via Suez than the Americans, with their thirty-day-notice clause, can make on freight which they bring from the Orient to the Pacific Coast."

In the absence in New York of both Vice-President Schwerin and General Manager Hyde of the Pacific Mail Company, the position of the latter was outlined yesterday by Charles J. Heggerty of the firm of Knight & Heggerty, who represented the company in the recent rebate proceedings in the United States court here."

"The object of all laws," he said, speaking of the enforcement of the anti-rebate clause of the interstate commerce act, "is to prevent some evil. It frequently happens that a law is so framed that its literal interpretation in special clauses may not only work a definite grievance, but even become an absurdity."

"Take, as an illustration, a law which formerly existed in England that any prisoner breaking out of jail should be hanged. It happened on one occasion that a jail caught fire, and the prisoners, to save their lives, fled from the burning building. They were brought to trial under the law, and the judge held that while, technically, they were guilty and should be hanged, yet the framers of the law never intended such a result in a case of that nature. Consequently the prisoners were acquitted."

"The same in regard to our interstate commerce laws. These were designed to benefit our people, not to assist foreign commerce. Yet that is just the effect they have when they are applied so as to prevent an American steamship line from meeting on the high seas the competition of a foreign line. If American shipping is to exist it must not be saddled with handicaps from which our foreign rivals are free."

"Then there are disadvantages. The Japanese Government allows subsidies to Japanese vessels. The United States Government does not. The Japanese vessels are more cheaply operated. Our laws require that none of the officers on vessels of American registry may be other than American citizens. As everybody knows, American officers are higher salaried than are the Japanese. Mr. Schwerin recently told me that when his company bought the White Star steamer Coptic from its British owners the vessel became at once \$10,000 a year more expensive. It was the same ship, simply it cost that much more a year to run with American officers."

William H. Avery, assistant general manager of the Toyo Kisen Kaisha, the line which has a traffic arrangement with the Pacific Mail, has just returned to San Francisco after a four months' absence in Europe. He said yesterday that he had seen Mr. Schwerin in New York a few days ago and that Schwerin then spoke to him in the same strain as in his speech of Friday."

range with the Pacific Mail, makes exactly the same rates as the latter on trans-Pacific trade. The other two advantages, a small subsidy and less expense in operating—we profit by."

"The Toyo Kisen Kaisha is increasing its fleet engaged in the Pacific trade, both between here and the Orient and between here and South American ports. Our new vessels will be equipped with turbine engines and will use oil as fuel. They will have many improvements over any of the ships in our present fleet."

From other shipping men it was learned yesterday the Japanese are making inroads on American Pacific carriers all along the Coast. Three steamships of the Boston Towboat Company, the Lyria, Hyades and Pleiades, have already been withdrawn from the Oriental trade, and the Boston Steamboat Company's vessels Tremont and Shawmut are being taken off and will engage solely in coastwise traffic. Two Japanese steamship companies have established themselves at Seattle and Portland, and a \$15,000,000 Japanese concern, with Baron Shibusawa at the head, is being informed to operate between this country and the East. It is also understood that the Nippon Yusen Kaisha shortly will put on a line of twelve steamers between the Pacific Coast and Europe, the steamers to touch at Victoria, Seattle, San Francisco and the principal South American ports."

While it was believed by those seen yesterday that Schwerin's object in his New York speech was simply to draw striking attention to the existing handicaps to American shipping in the Pacific, and foreshadowed no serious intention of the Pacific Mail to withdraw its ships, it is known that the company's earnings during the last two years have shown a falling off."

This fact, however, is accounted for by a number of reasons. In 1906 it was natural that there should have been a decrease in business following the cessation of hostilities between China and Russia, because of the Chinese boycott of American goods, and because of the losses incident to the San Francisco fire. In 1907 the diversion of traffic to other channels as a result of the fire here was also an important factor, and the unsettled civil conditions in the Central American republics reduced materially the company's traffic with those states."

That the Pacific Mail will continue in business seems to be pretty well indicated, it was pointed out, by the fact that one of the things which has taken Vice-President Schwerin to New York on his present trip is understood to be to complete arrangements for the building of two new steamers for the trade between San Francisco and Portland."

WASHINGTON, November 23.—The Interstate Commerce Commission is not willing to take the blame for conditions which, Schwerin says, are likely to result in the Pacific Mail going out of business.

Commissioner Franklin K. Lane spoke for the Commission today when he said: "The Interstate Commerce Commission has made no restrictions on boat-carrying traffic whatever. Not one rule has been made affecting that business. The interstate commerce law requires that through rates, when established by water and rail connections, shall be published with the Commission."

"In compliance with this law, which is of twenty years' standing, trans-Pacific steamship lines running out of San Francisco have published their rates, which upon business to the Orient have been about the same as for the rail haul to San Francisco alone. All the Commission has done has been to endeavor to see that the provisions of the law and of tariffs filed have been complied with, and for this the Commission is certainly not to blame."

"Probably Mr. Schwerin will find that a great portion of his loss of revenue is due to the fact that the Japanese immigrants are not arriving in the volume they once did, and to the further fact that the Japanese line Nippon Yusen Kaisha has entered the field as a competitive factor. I sympathize strongly with Mr. Schwerin's ambition to develop a large Oriental traffic through the Pacific Coast ports, but fail altogether to realize how any policy which this Commission has adopted, unless it is the policy of the enforcing of the law against giving rebates, can have anything to do with the real cause of Mr. Schwerin's complaint."

## AT THE ORPHEUM

Beginning Thursday night and continuing up to and including Saturday night, with a matinee Saturday afternoon, the Elford Company will present the stirring melodrama, "A Deserted Bride." This is a problem play, raising the question, "Why should there be two laws, one for the man, and one for the woman?" It deals with the difference in a man's views with regard to his own virtue and that of his wife. Several great American actors and actresses have appeared in this play in the past two or three years. Mr. Cooley plays the part of John Graham, a dissipated, unscrupulous rake, while Miss Kingsbury has the role of Mary Preston, a wronged woman. Both of them do excellent work."

Mr. Cooley announces that from now on to the end of the engagement he

## FOREIGN NEWS BY CABLE

WASHINGTON, D. C., December 4.—Among the matters dealt with in the President's message were the following:

Additional legislation for the control of corporations.

Legislation permitting of greater elasticity in the currency.

The maintenance of the protective tariff with a possible revision of the same after the elections of 1908.

The imposition of an inheritance and an income tax.

Legislation placing a limitation on injunctions issued during periods of disputes between capital and labor.

The creation of a board of compulsory arbitration before which labor troubles could be settled by arbitration.

The establishment by law of a general eight-hour day.

The conservation of the forests and the extension of the work of the Division of Forestry in the Department of Agriculture.

The extension of the national irrigation projects.

The improvement of the inland waterways.

The granting of full territorial powers to Alaska.

The establishment of a Postoffice Savings Bank.

The granting of full American citizenship to the citizens of Porto Rico.

The expansion of the army and the navy commensurate to the importance of the country.

The necessity of appropriating for an American department at the coming Tokyo Exposition.

The cancellation of the remaining indemnity due from China to the United States as a result of the Boxer uprising.

FORD NOT GUILTY.  
SAN FRANCISCO, December 4.—Tirey L. Ford has been acquitted.

CHAMBERLAIN'S COUGH REMEDY IN SOUTH AFRICA.

Mr. S. Schneider, of Koffeyfontein, O.R.C., is very grateful to the manufacturers of Chamberlain's Cough Remedy. He has found that it cures his children as well as himself of their coughs and colds. They were all coughing and got no relief until this remedy was used. Many parents have made this same discovery. There is nothing better for coughs, colds and croup, and as it contains no injurious substance, there is no danger in giving it to the children. For sale by all dealers, Benson Smith & Co., agents for Hawaii.

will plan to produce a high-class play for the first three nights of each week, reserving his melodramas for the week-end productions. Among the high class productions to be presented, beginning with "The Lost Paradise," will be "A Bachelor's Honey-moon," "Peaceful Valley," one of Sol. Smith Russell's famous plays; "The Silver King," "A Daughter of Dixie," a dramatization of the famous novel, "Checkers," "When Her Soul Speaks," a dramatization of "Zola," "The Light That Failed," Kipling's masterpiece; "A Texas Ranger," a version of the greatest play of recent years, "The Squaw Man"; and such other famous pieces as "Sapho," "Under Two Flags," "Her Great Love" and "The Man From Mexico."

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